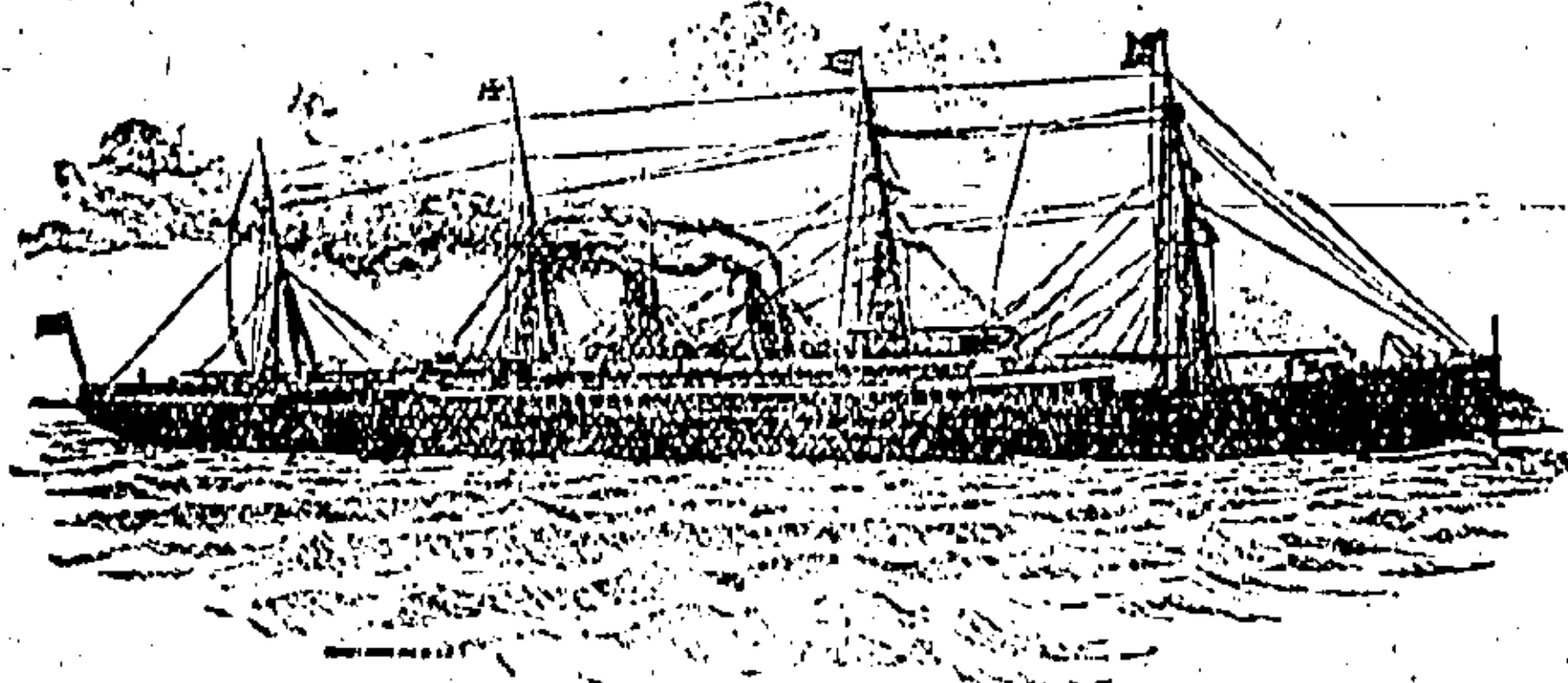


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU".....	6,307 Gross Tons.....	FRIDAY, 18th December, at Noon.
"KOREA".....	11,276 ".....	SATURDAY, 26th December, at Noon.
"GAELIC".....	4,205 ".....	SATURDAY, 26th January, 1904, at Noon.
"HONGKONG MARU".....	6,307 ".....	SATURDAY, 9th January, at Noon.
"CHINA".....	5,060 ".....	TUESDAY, 19th January, at Noon.
"DORIC".....	4,784 ".....	FRIDAY, 29th January, at Noon.
"NIPPON MARU".....	6,307 ".....	SATURDAY, 6th February, at Noon.
"SIBERIA".....	11,284 ".....	SATURDAY, 13th February, at Noon.
"COPTIC".....	4,352 ".....	TUESDAY, 23rd February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.

Southern Route; passengers enjoy out-looks throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 9th December, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	6,000 Tons.....	WEDNESDAY, 16th December.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 13th January, 1904.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th January.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 10th February.
"TARTAR".....	4,475 ".....	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 9th March.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 30th March.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 20th April.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
(Taking Cargo at through Rates to LONDON, LIVERPOOL, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARAGONIA.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	24th Dec. Freight.
NURNBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	25th Dec. Freight.
SAVOIA.....	ROTTERDAM and HAMBURG. (Calling at SINGAPORE).	1st January, 1904. Freight and Passengers.
Deinat.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th January, 1904. Freight.
AMBRIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	23rd January, 1904. Freight and Passengers.
WURZBURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	6th February, 1904. Freight.
ALESIA.....	NEW YORK (Calling at SINGAPORE and COLOMBO).	About end of December, or beginning of January.
NUBIA.....	NEW YORK (Calling at SINGAPORE and COLOMBO).	
von Hoff.....	VIA SUZ.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 7th December, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN".....	2,363 tons.....	Captain H. D. Jones.
"POWAN".....	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN".....	2,330 ".....	A. W. Dixon.
"HANKOW".....	3,073 ".....	C. V. Lloyd.
"KINSHAN".....	2,860 ".....	J. J. Edgar.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....	1,998 tons.....	Captain W. E. Clarke.
-----------------------	-----------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. (Sunday

Do. from Macao to Hongkong daily at 8 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	2,19 tons.....	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday, at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....	588 tons.....	Captain B. Branch.
"NANNING".....	569 ".....	C. Buchart.
"TAK HING".....	618 ".....	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.

1357c

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

954c) PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

12339c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE

954c)

MADAM FLINT & CO.,

DRESSMAKERS

AND

MILLINERS.

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE

MATERIAL,

NOW SO MUCH IN VOGUE IN

LONDON.

Hongkong, 23rd November, 1903. 14330c

DEUTSCHE WEINGESellschaft
DUHR & CO., COELN.

STOCK ON HAND OF
AHRLEICHART, a red Ahr Wine at \$18.50
GRAACHER, Moselle at \$16.50
LAUBENHEIMER, Hock at \$15.00

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.,
Hongkong, 16th October, 1903. 12500c

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25½ lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers, 19

Hongkong, 15th August, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO.,
Hongkong, 10th January, 1903. 1595d

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

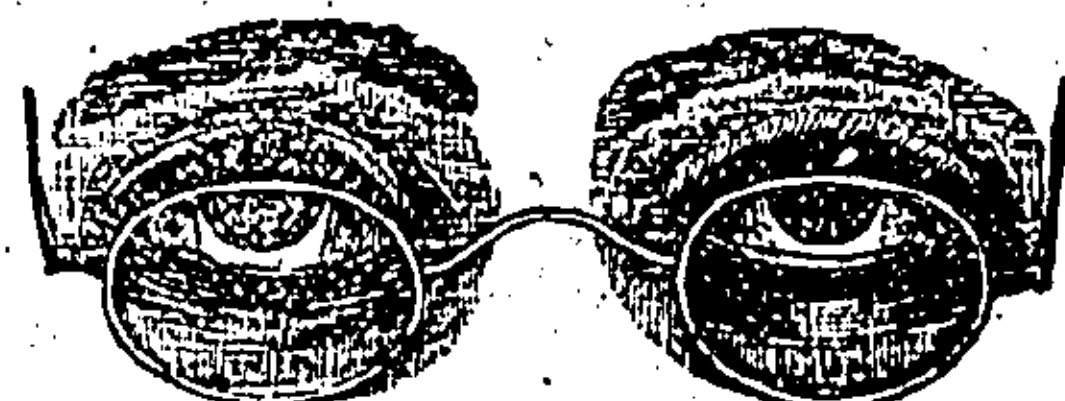
Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1573c

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

15c

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

17

Notice of Firm.

NOTICE.

DURING my ABSENCE Dr. FREDERICK
KEW will continue my Practice.
CHADWICK KEW.
Hongkong, 9th December, 1903. 11477c

For Sale.

FOR SALE.

ONE SIMPLEX PIANO PLAYER, by
KOHLER and CAMPBELL, and 12 Music
Sheets. Just received from the Makers. At
Manufacturers' Price, very cheap.
For Particulars, apply to "C.E."

C/o Hongkong Telegraph.

Hongkong, 8th December, 1903. 11474c

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,

SHADES, &c.,
for

GASOLINE AND GAS

LAMPS.

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

55, Lyndhurst Terrace.

Hongkong, 1st December, 1903. 11375c

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG

THE Undersigned AGENTS of the above
Company are prepared to accept First
class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,

Hongkong, 28th May, 1904. 12c

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA).

DENTIST,
No. 24, Connaught Road Central.

Hongkong, 9th February, 1903. 15c

Intimations.

A. S. WATSON & CO.,
LIMITED.

IMPORTERS OF HIGH-CLASS
SHERRY.

- B. SUPERIOR PALE DRY, Dinner**
Wine, Green Seal Capsule ... \$12.00
- C. MANZANILLA, PALE NATURAL SHERRY, White**
Capsule ... 13.50
- CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY,**
Red Seal Capsule ... 16.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White**
Seal Capsule ... 18.00
- E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality**
(old bottled), Black Seal Capsule 27.00

B, C, and CC are excellent Dinner Wines,
D and E are After-Dinner Wines of a
very superior vintage. All are guaranteed
pure Xeres Wines.

Samples bottles and smaller quantities
will be supplied at proportionate wholesale
rates.

We only guarantee our Wines and Spirits
to be genuine when bought direct from us in
the Colony or from our authorised Agents
at the Coast Ports.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE No. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICE & Co.)

XMAS & NEW YEAR CARDS.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. (728d)

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. I. Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903. (3155)

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to the Manager.
The Editor will not be responsible for
any rejected MS., nor to return any Contribution.
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The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, DEC. 10, 1903.

SIR HENRY BLAKE.

The cold reception accorded Sir Henry and Lady Blake upon their arrival at Penang en route to Colombo has been commented upon by the *Straits Echo*, which says, "one would naturally have supposed that a Colonial Governor would have been met by some official, and had a carriage placed at his disposal during his short stay in port. Such, however, was not the case. Only Capt. MacIntyre, the Harbour Master, of all our numerous officials, was there to receive the distinguished passenger, and Sir Henry and Lady Blake saw what they wished to of Penang from a humble public risksha. It may not have been the particular duty of any official to have received them, but however that may be, we think the 'chilly reception' does Penang little credit." As we recently pointed out in our columns when Sir Henry and Lady Blake arrived at Singapore, a number of Ceylonese residents were at the wharf to greet the new Governor of the Colony. Furthermore, when the *Malta* sailed there was a similar gathering of Ceylonese to wish the distinguished passengers farewell, and before the ship left Miss Sibyl Gunatillaka, daughter of the P. & O. Company's wharf manager, who belongs to Ceylon, presented a handsome bouquet to Lady Blake, who expressed much pleasure at receiving the gift. It seems curious that no such welcome was accorded our late Governor by the Ceylonese residents of Penang and the Province, to say nothing of the lack of courtesy on the part of the civil officials of that port.

SIR FRANCIS LOVELL'S MISSION.

The many subscribers in Hongkong to the fund for enlarging and endowing the London School of Tropical Medicine, will have been interested at the announcement made in these columns several weeks since, that Sir Francis Lovell, C.M.G., is leaving England in the middle of this month on a second mission on behalf of the School. It will be remembered that in May of last year Dr. Francis Clark, our Medical Officer of Health, who is now absent from the Colony on leave, gave a dinner at which members of the medical profession were invited to meet Sir Francis Lovell and hear from him the details of his first mission to the Far East. Since then the School has been doubled in size, the pupils have correspondingly increased, and the equipment of the institution has in many directions been improved upon. Indeed, that it has amply justified its foundation may be judged from the fact that, although barely three years have elapsed since its inauguration, it is now almost self-supporting, and funds are required to cover the cost of the increased accommodation. A great deal remains yet to be done in regard to equipment, and an unlimited field of research lies open to investigation. But we know that mere bricks and mortar will not benefit humanity, and in order that the wherewithal to people the commodious school with men engaged in research may be obtained Sir Francis Lovell is undertaking his mission on behalf of education in tropical diseases. Owing to the claims of several other funds at the time when Sir Francis was first in the East the response was not so hearty as anticipated, some \$3,530 only being raised. The Government, however, has promised an annual subscription of £100 to date from the 1st January last, and it is hoped that subscriptions will be considerably augmented from the result of the second mission. Generous as was the last response, the claim upon residents in warm climates was not at that time what it is now. Previously the claim was largely for a more local and limited purpose, namely, the erection of school buildings in London; now the object is to benefit mankind in tropical countries by the study of diseases peculiar to these climates. In our own Colony and in the various treaty ports in China, there are many of our fellow-subjects, who take a broad and liberal view of educational matters. There are many more, however, ready and willing to help if the excellent purpose and great good likely to follow a careful investigation of such diseases, as beri-beri, plague, malaria, dysentery, &c., were explained to them. It is these diseases, and such as these, that hamper traffic, and paralyse shipping industries, through the havoc and loss of life they cause amongst native labourers.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

LOCAL AND GENERAL.

THERE is some talk, in certain quarters, of holding a fancy dress ball in the City Hall early next year.

MR. ALLEYNE Ireland was at Saigon at the date of last mail advices, inquiring how the French manage Indo-China.

INVITATIONS for the annual sports to be held on the 1st prox. have been issued by the members of the Taikee Refinery Club.

MR. Wm. Parlone, manager of the Hongkong Ice Co., Ltd., accompanied by Mrs. Parlone, returned from his holiday in England, by the German mail, to-day.

WHEN in Tokio Professor Jenks, who was a member of the recent U.S. Commission for an international currency, was presented to the Emperor on the 27th ultimo.

At eleven this morning a fire broke out in a Chinese house in Hollywood Road. The firemen, from No. 5 Station, were soon upon the scene with the hose and ladders and, thanks to their efforts, in less than an hour the flames suppressed and all danger averted.

CAPTAIN Hillmann of the s.s. *Feichuburi* reports that on his way up from Bangkok, on December 1st, he met a Jardine steamer, north of Cape Varella, who signalled to report this port. The signal P. C. G. F. was distinguished. All well on board. W. en to miles E.N.E. of Waglan a capsized junk was passed drifting on the surface.

THE Pacific Mail Company's liner *City of Peking*, which has been laid up since the *China* resumed her place on the Oriental run, is shortly to go into commission again between an Francisco and Panama. Captain Porter, at present in command of the *City of Peking*, will probably command the *Peking*. The *City of Peking* was built in 1874 and nearly thirty years ago was one of the crack liners on the Pacific.

THE French Representative forwarded to the Korean Foreign Office on November 28 a protest with reference to a rumour abroad to the effect that the concession of working the Seoul-Wiju Railway has been granted to a foreign company. He declares that it is in defiance of the concession already given to the French Company in 1895 and of the agreement concluded in June, 1899, for the supply by the French of the engineers and materials.—*Kokumin.*

By kind permission of Major Radcliffe and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, on Friday, the 11th instant.

March.....Field Service.....Old Home
Overture.....Tancréd.....Rossini
Selection.....The Rose of Persia.....Sullivan
Cavatina.....My Dream.....Grieg
Selection.....Reminiscences of Ireland.....Grove
Valse.....Santago.....Chopin
Polonaise.....God save the King.

REAR-Admiral R. B. Bradford, Chief of the Bureau of Equipment of the Navy Department at Washington, in his annual report to Secretary Moody in reference to the Philippines, says that with the exception of ports on this archipelago which have been surveyed since its occupation by the United States, there is scarcely a mile of water expanse so charted that it may be navigated with complete confidence. Recommendation is made that in future these surveys be prosecuted with vigour.

THE War Office has issued an order that in the event of any holder of the Victoria Cross selling or losing it he will forfeit the grant of £10 which now goes with the cross. That such an order should be necessary points to a rather unsatisfactory position of affairs. It is not likely that any holder of the Victoria Cross would part with it except in case of extreme necessity, but apparently men who have won the highest distinction for courage that the services can bestow are compelled to part with it. The actual value of the medal is slight, but owing to its associations sometimes high prices are paid for it at sales.

ONE of the banks at Penang objects, it is said, to accept deposits in small silver, the reason given being that already the bank is overstocked having no less than a lakh deposited there. At the present time, says the *Penang Gazette*, the bazaar is flooded with small silver which is at a discount. The only available remedy for the public appears to be to pay the silver change into the Treasury, obtain a Government receipt, and pay that receipt into the bank as cash. But it seems that the Government decline to take back silver in the Treasury; possibly their vaults also are overstocked, and the result of this action is that an awkward and serious state of affairs is likely to follow.

AUSTEN Chamberlain, Mr. Ritchie's successor in the custodianship of the national finances, is forty, and still unmarried in the matrimonial sense of the phrase. His father, who received only a commercial education, confessed in one of his speeches that he had little Latin and less Greek, but that candid avowal can never be made by his son Austen, who started at Rugby, graduated at Trinity College, Cambridge, and received his finishing educational touches in Berlin and Paris. In features, eye-glass, style of speech, and cut of clothes, he is a close copy of his father. His parliamentary career covers only eleven years so far, but his promotion has been exceptionally rapid. He has been civil lord of the admiralty, secretary to the treasury, postmaster-general,

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THE Reverend Mother Superior of *l'Asile de la Sainte Enfance* begs to thank the ladies who so kindly worked at the different stalls during the Bazaar held yesterday at the City Hall, as well as the public who patronised the sale. The amount realised was \$2,612.

THE Admiralty are engaged at present in modernising several war vessels. Six vessels which, though powerful in themselves, do not come up to the requirements of the Chief Constructor have been taken in hand, and will be brought up to the standard which is considered essential. It is hoped that these six vessels will soon be in commission.

COMPULSORY elementary education has been introduced, says the *Perak Pioneer*, into the Province Wellesley with effect from 1st January, 1904, in virtue of a notification issued under "The School Attendance Ordinance of 1901." It has been ordered that the parent or person having the actual custody of any male child between the ages of seven and twelve shall be responsible for the regular attendance of such child at a school where he could receive instruction in his own language.

REGARDING cement in the East, *Indian Engineering* says:—The question of obtaining a good and cheap cement is exercising engineers in India and the East generally. Foreign competition, especially Belgian and German, is most feared by English and Indian manufacturers, for owing to cheapness of labour and high scientific attainments, which are the principal factors in the manufacture of the foreign article, it can be placed on the open market at a lower price and in the same quality as the English and local output. It therefore requires a very sturdy and indeed quixotic patriotism to reject foreign cement.

THE Bingo Dockyard Co., Limited, whose yards and works are on the island of Inno in the Inland Sea, not far from Onomichi, opened a new dock on Sunday last, says the *Kobe Herald* of December 1. The site of this dock is in the south-eastern end of Innosshima and about twelve miles from the town of Onomichi and nearly one hundred from Kobe. The dock just completed is 440 feet in length, 395 feet on the sill, with a width of 57 feet on top and 53 feet at the bottom. The height of the dock is 35 ft. 6 in. It can be pumped dry in four hours. The company is contemplating the construction of an other smaller dock 240 feet in length.

A BIG CLAIM.

BEFORE THE COURT.

The case of Tso Cheung Shi, a widow, residing at 762 Queen's Road West, suing as executrix of Tso Heung Po, deceased, against To Shing, a trader, of 22 Peel Street, to recover the sum of \$28,000 money received, and \$12,000 damages, came on for hearing before the Chief Justice (Sir W. M. Goodman) at the Supreme Court this morning.

The Hon. H. E. Pollock, K.C., instructed by Mr. F. B. L. Bowley, appeared for the plaintiff, and Mr. W. M. Slade, instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, represented the defendant.

At the outset, Mr. Slade said it was with great regret that he must make a further application for an adjournment in order to enable him to obtain certain documents regarding which a telegram had been received saying they had been sent from Hanoi. They were not yet to hand and defendant did not know what they were; but a vast number of very material documents were at Hanoi. The telegram simply stated "Sent," in reply to an application for certain documents. It was impossible to say what documents had been submitted from there; but many of them were very material in a case which was, in all probability, being heard at Hanoi that day. At least, he believed a telegram had been received stating that such was the case. He also mentioned that the defence had not yet received from the other side copies of material documents which they had in their possession. Some of the documents had only come into his possession during the past half hour, while, on the other hand, he (Mr. Slade), had been unable to hand the plaintiff documents. Under the circumstances he thought it would be in the interest of justice, for the purpose of enabling them to arrive at the truth, if an adjournment was granted.

The Chief Justice:—Mr. Pollock, what do you say?

Hon. Pollock:—I am instructed, my Lord, that eight or nine months ago—

His Lordship:—Do you consent?

Hon. Pollock:—No, my Lord.

His Lordship:—Then I shall not grant any adjournment. I have already had this matter before me very fully. The case was originally set down in August; then it was postponed until November, when another application was made after I had arranged everything and given up the time for the case which I should otherwise have appropriated for other cases. A further application was made and I adjourned the case until the 10th December, intimating that in nearly every case that had come on lately, at the last minute, some one applied for an adjournment. Only two days ago I heard a summons on this very matter as to whether there should be an adjournment, and it was decided that there should not be one both parties consenting.

Mr. Slade pointed out the position that he then took up, and still adhered to was that the defendant had done and was still doing everything possible to bring the case on.

His Lordship:—I understood you to say you did not press the summons.

Mr. Slade:—Yes, because we believed that certain documents would come into our possession which would enable us to win this case.

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His Lordship:—Now, the case is fixed for this morning. There have been three applications already, and you have had abundant time to get all the documents you needed.

Mr. Slade:—I am afraid your Lordship is misapprehending me.

His Lordship:—I know perfectly well. Mr. Henry Piry seems to have some litigation down there which he thinks more important than the litigation here. I am not going to have this Court made a convenience for anybody who chooses to come and get me to sit here. I am not going to adjourn this case. I am going to hear it.

Mr. Slade pointed out that the original documents wanted were really in use in the Court at Hanoi where a case was actually being heard at present in which they were being used.

Further argument ensued, but his Lordship declined to adjourn the case.

Hon. Pollock then addressed the Court pointing out that the plaintiff was simply and solely asking that the defendant should pay damages for failure to carry out a contract which he entered into with the deceased husband of the plaintiff, Tsoi Heung Po, by name. According to the statement of claim, which he handed into Court, on or about the 10th February, 1901, the defendant entered into a verbal agreement with Chan Yuk Shang whereby he agreed to build, complete, and equip a paddle-wheel steamship within nine months from that date for the price of \$48,000; and also, on or about the 7th April, 1901, defendant entered into a second verbal agreement to build, complete and equip a second steamship within eight months from that date, for the price of \$30,000. His case rested entirely upon written documents, the interpretation of which was perfectly clear. The first, and most important, in fact one of the fundamental documents on which the case rested, was an agreement, dated 9th October, 1901, and although there was no interpretation clause in it, as a matter of fact he would be in a position to prove that both the one in question, and another, dated in May 1902, were interpreted to the defendant by Yam Kwan Un, the interpreter in the office of Messrs. Denny's and Bowley. The only question to be fought out in respect of the first was as to the proper legal construction to be placed upon it. The parties, not by themselves, but by going to a solicitor, had the contract reduced to a formal legal document, and they must stand or fall by what was in the document. The plaintiff was before his Lordship to ask for damages because the agreement had not been carried out, and contended that the document could have only one meaning, viz., that Tsoi Heung Po was entitled, on the proper payments being made, to the delivery of the steam launch. That is to say, Tsoi Heung Po, and he alone, was the person entitled to go to the defendant and say, "Everything has been accomplished as regards payment; hand over the launches." The first launch was not handed over directly to Tsoi Heung Po, but to his nine wives, while regarding the second there was a difficulty and it was not handed over. While plaintiff was actually applying through the solicitors to have the launch equipped and finished off, the boat was spirited away up to Canton, and certain security was ordered.

His Lordship:—es, \$30,000 security was ordered.

Hon. Pollock, continuing, said it was about as clear an agreement as could be. At the end, the contract showed, in addition to the \$40,000, which defendant received in various sums on account, there was also paid over \$15,000 on account of the balance, and there only remained \$14,000 outstanding. Therefore, the position was that the defendant was bound to deliver the launches to Tsoi Heung Po upon receipt of the further sum of \$14,000. From the document it was quite clear defendant had broken the contract. It was not disputed apparently in the answer that one of the launches was taken out of the jurisdiction of the Court, and plaintiff maintained that by taking it away and failing to deliver it to the plaintiff, the legal personal representative, of Tsoi Heung Po, he had broken the contract and must pay damages, the value of the launch.

Evidence was then called, the first witness being Yam Kwan Un, interpreter in the office of Messrs. Denny's and Bowley, who deposed to having seen the agreement signed in the presence of Mr. Denny's, and interpreting it clause by clause. He was cross-examined at great length and the case was adjourned.

VICE-ADMIRAL BAYLE

IN HONGKONG.

The Commander-in-Chief of France's naval forces in the Far East, Vice-Admiral Bayle, who arrived yesterday on the flagship *Montcalm*, came on shore this morning to pay the customary official visit. Punctually at 10 o'clock the Admiral's gig, towed by a steam-pinnace from the *Montcalm*, came alongside Blake Pier. A guard of honour, consisting of 50 men of the Sherwood Foresters, with drums and colours, under command of Lieutenant Rose, was in attendance, and M. Liebert, Consul for France, in full uniform with decorations, met the Admiral at the landing-stage. The following officers accompanied the French Commander-in-chief: Capitaine de Vaisseau Cros, in command of the *Montcalm*; Capitaine de Vaisseau Darigues du Fournel, chief of the staff; Lieutenant de Vaisseau de Ruille, flag-officer; and Aspirant A. Marquis. As the distinguished visitor and his suite passed before the guard of honour, he was saluted by the troops and colours, the band playing a few bars of a Royal March. The Admiral and his staff proceeded to Government House and was received by H.E. the Officer Administering the Government; visits being afterwards paid to the O. C. G. H. E. Major-General Villiers (Maiton, C.B.), and to the French Consul.

Vice-Admiral Bayle accompanied by M. Liebert and several officers from the flagship will leave this evening for Canton and return to Hongkong in three or four days' time.

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HONGKONG AND NETHERLANDS-INDIA.

Mr. F. J. Haver Dierce, Consul-General of Netherlands-India, kindly informs us that the Governor-General of Netherlands-India has decreed that all ships or vessels arriving from Hongkong or having called at this port, are subject in Netherlands-India to a quarantine of ten days from the date of departure from this port or since the last case of plague on board. Importation is temporarily prohibited of animal refuse, claws and hoofs, animal or human hair and bristles, hides which are untanned and which are salted or cured with arsenic, raw wool and rags, bags or sacks which have already been used, coming from Hongkong or transhipped at this port.

TIENTSIN.

(From Our Own Correspondent.)

November 27th.
There has been but little stirring in Chinese circles of late. Russian ascendancy has apparently reassured itself in Peking inasmuch as all talk of fighting the northern neighbour has fizzled out in the face of declaration from two officials that China could not possibly hold their ground for more than a month at the outside. The desire to quit Peking and establish the Court and Government in Hsianfu is, however, keener than ever, and unless some very strong pressure is brought to bear upon the Empress Dowager, the Court will perform the vanishing act again some day. Fan Tseng-shiang, the Provincial Judge of Shanai, has been hastily created Governor, Hsianfu has been made a prefectural city, and Fan Tseng-shiang has been instructed to lose no time in preparing the Palace and getting everything in for any emergency.

Meanwhile the Russians are strengthening their position in southern Manchuria having re-occupied Hai-cheng, a large city on the line about 30 miles north-east of Newchwang, which move was made on the 19th inst. They are now trying to purchase a large tract of land there, and in the case of poor owners there is no difficulty, but some of the wealthier ones object, and there has been some excitement in the place in consequence as the Russians endeavour to bring pressure on them through the officials. In Moukden the inevitable has been more or less accepted, and things are quiet. Some of the yamens have been changed almost out of recognition as Chinese officers, and big guns are mounted on the walls, while small Russian flags are flown over most of the doors, but these, and the yamen flags are not visible from the rail which is three miles off, hence the report that no Russian flags are flying over Moukden brought by some foreign travellers through. Telegraphic intercourse with Peking is re-established, but the Chinese do not trust to it after their late experience in the matter of altered and delayed messages. They send their dispatches to Peking by messengers who get out of the city disguised as beggars, as no one is allowed to go in and out of the city with luggage, or without being searched, as the Russians strongly discourage the residents running away. Quite a number have nevertheless managed to make their escape with their families as at night, and Peking is full of the refugees.

Viceroy Yuan is not going up to Peking for the birthday celebrations, having apparently obtained orders of permission to pay his respects to the Dowager through the medium of a foreign reception in Tientsin, and residents are invited to present themselves at the yamen between 11 and 1 to-morrow.

There has been quite a little stir in the community lately over a wordy war between the local newspapers, which has been all the more sensational because it is quite alien to the policy of the *Peking* and *Tientsin Times* to indulge in journalistic bickering, and every one was startled a few days ago when it suddenly published a correspondence which tended to show a telegram belonging to that journal had been delivered to the *China Times* and retained by that office. The exchange of civilities between the papers, as you will probably have seen, has been brisk in consequence, but there is little doubt felt in Tientsin that the *Peking* and *Tientsin Times* was amply justified in the unusual course it adopted.

Mr. Edmund Cousins, for so many years the local agent of the Princely House, and formerly one of the pivots on which the municipal well-being of Tientsin hinged, has again left Tientsin for home, ostensibly for good, but it is believed he will eventually turn up here again and he will always be welcomed here, for he is one of those men that any community is the better for having. A large and representative crowd saw him off at the station. The train was much delayed because a quantity of oil sent to the Lu Han line had leaked in transit, whether in consequence of being brouched or not is not stated.

SHIPPING AND MAILS.

MAILS DUE.

Tacoma (*Victoria*) 13th inst.
American (*Korea*) 14th inst.
Canadian (*Tartar*) 14th inst.
French (*Annam*) 15th inst.
Indian (*Catherine Apcar*) 15th inst.
Canadian (*Empress of China*) 21st inst.
Indian (*Monsoon*) 22nd inst.
American (*Coast*) 24th inst.
Australian (*Thyphoid*) 27th inst.
American (*Hongkong Maru*) 31st inst.

The N. D. L. s.s. *Wurzburg* from Hamburg left Singapore for this port on 8th inst., p.m.

The N. M. Co.'s s.s. *Annam* with the next French Mail will leave Saigon to-morrow, at 5 p.m., for this port.

The C. N. Co.'s s.s. *Wuchang* left Manila for this port on 8th inst., and is expected to arrive here on 11th inst., at daylight.

The C. N. Co.'s s.s. *Katong* left Manila for this port on 9th inst., and is expected to arrive here on 12th inst., at daylight.

The C. P. R. Co.'s s.s. *Tartar* arrived at Kobe at 7 a.m., on 9th inst., and left again at 9 p.m., same day, for Shanghai where she is due to arrive at 8 a.m., on 13th inst.

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TELEGRAMS.

(Reuter's.)

The "Undesirable Alien" Question.

London, 8th December.

Mr. Akers Douglas, speaking at Shore-ditch, said it would be irregular to anticipate any announcement in the King's speech to Parliament; all he would do was to give assurances that the question of undesirable Aliens was receiving the very careful consideration of the Government which had every desire to find a speedy remedy.

LATER.

Fire on Board H.M.S. "Hermes."

A fire has occurred on board of H.M.S. "Hermes" in Devonport Dockyard, which Admiral Henderson with a strong brigade extinguished. The shell-rooms were endangered and were flooded to prevent an explosion.

Russia and Japan.

According to a report in St. Petersburg, Count Lamsdorff was expected yesterday to submit to the Tsar the Russian reply to Japan which is expected at Tokio any moment.

(Japan Exchange.)

American Sympathy With Japan.

London, 30th November.

The Washington correspondent of *The Times* asserts that American sympathies are entirely with Japan in the present crisis and he adds that the United States Government are endeavouring to induce Russia to fulfil the promises which she has repeatedly given in regard to the evacuation of Manchuria.

The Balkans.

SULTAN MAKES FURTHER MILITARY ARRANGEMENTS.

London, 30th November.

The Sultan of Turkey has prolonged the term of service in the case of the Nizam Infantry regiments to three years, by which arrangement he increases the strength of the army by a quarter of a million men.

Russia and Japan.

London, 28th November.

Statements are being assiduously circulated in St. Petersburg to the effect that Japan has recognised the predominance of Russian interests in Manchuria.

The Russians declare that the terms of an agreement have been tentatively settled, whereby Japan is contented to leave questions regarding the ultimate recognition of the integrity of Chinese sovereignty in abeyance.

These assertions are being authoritatively contradicted here.

Russia has already despatched three-fourths of her fleet to Asiatic waters, and practically nothing now remains of Russia's naval strength in European waters.

Trains bound eastward along the Siberian Railway are still reported to be filled with troops and munitions of war.

LEGISLATIVE COUNCIL.

A meeting of this Council will be held on Monday, the 14th inst., at 3 p.m.

BUSINESS.

1. Report of the Finance Committee. (No. 12.)
2. Additional bye-law respecting dairies.
3. Motion—

That in the opinion of the Council, it is advisable to increase if possible the means of shelter for cargo boats and sampans during the typhoon season.

ORDERS OF THE DAY.

First reading of a Bill entitled An Ordinance to provide for Payment of Counsel's Fees by the losing party in certain cases in which the Attorney General appears as Counsel.

Committee on the Bill entitled An Ordinance to amend The Public Health and Buildings Ordinance, 1903.

Committee on the Bill entitled An Ordinance to provide for the Recovery of Charges incurred by the Colony on account of certain undesirable persons introduced into the Colony.

R. F. JOHNSTON, Acting Clerk of Councils.

THE LAUNCH OF THE JAPANESE RIVER GUNBOAT "SUMIDA."

The launch of the Japanese river gunboat *Sumida*, from the International Dock, Shanghai, took place on the 5th inst. under the most brilliant weather and in the presence of a large number of people. The guests were received by a Chinese guard of honour from the *Hai-chi*, who presented a smart appearance. As the gunboat glided down to the water, Mrs. Odagiri gracefully broke the bottle of champagne over her bow, and christened her *Sumida*, after a river in Japan. After the christening Mr. Odagiri called out for three cheers to the Emperor of Japan. Then all repaired to the refreshment room where Mr. Prentice drank to the success of the *Sumida*. Mr. Odagiri returned thanks and drank the health of Mr. Prentice and Messrs. S. C. Farnham, Boyd & Co., Hotta and Mr. Yoshizawa also drank to the success of the Dock Co. and Mr. Prentice returned thanks.

Commander Sah expressed the thanks of the visitors for the invitation to be present at such an interesting ceremony. He said he would like to see the Emperor of China also building several gunboats for river service. He then proposed the health of Mr. Odagiri. The proceedings terminated after Mr. Von Rucker had proposed the toast of Mrs. Odagiri and the ladies present.—*Shanghai Daily Press*.

GAS METERS.

A COURT CASE.

The Supreme Court this morning, before the Puisne Judge, His Honour A. G. Wise, the Hongkong and China Gas Co., Ltd., sued Mrs. T. A. Baleman in respect of \$21.40 for gas and fittings supplied.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff firm, and Mr. J. Hays (of Messrs. Johnson, Stokes and Master), represented the defendant.

At the outset, Mr. Hays complained that he had not seen the particulars of claim, as they had only been sent in at the last moment, and Mr. Grist observed that if he wanted an adjournment he had better apply for it at once.

His Lordship:—I should like to know something about the defence. You are not going into the question of bad gas, are you? (Laughter).

Mr. Hays:—It is a matter of, whether or not, your Lordship can possibly believe that the meter—

His Lordship:—I can believe anything about meters.

Mr. Hays:—You can believe anything about meters?

His Lordship:—Yes, water or gas.

Mr. Hays:—Then it is perfectly possible to imagine that the defendant in this case has been charged with more than—

His Lordship:—The proper course, if you don't think a meter right, is to send and tell the company to test it. If it is found to be wrong then they have to pay the cost. I think it is the same practice here as it is at home. If the meter is right you have to pay.

Mr. Hays:—Not until after it was tested did it read in a normal or sensible way at all. For one month the gas consumed, according to the meter, was no less than five times more than the same month of the previous year, or any one month this year.

His Lordship:—I had exactly the same thing. A man named Collins, who is in bankruptcy now, a cycle manufacturer, stated that in one month the price of his water rose about three times.

Mr. Hays:—It is the amount of gas alleged to have been consumed.

His Lordship:—But we see the same thing regarding water.

Mr. Hays:—I submit that your Lordship sitting in this Court as a jury—if this went to a jury they would unanimously find it absurd to imagine that Mrs. Baleman's house could possibly consume 5,000 feet of gas unless the people turned on all the jets for fun during the day.

His Lordship:—I had to pay when I was not living in a house at all. The Gas Company charged me exactly the same amount, and I was not in the house at all. You had better pay, I think. It is a very hopeless thing fighting water and gas companies, I can tell you.

Mr. Grist pointed out that Mrs. Baleman wrote to Messrs. Jardine, Matheson & Co., the local agents, saying she was perfectly willing to send them a cheque for the outstanding amount, if in their opinion she had not been wrongfully overcharged. She agreed to pay, and could not possibly get over it.

Mrs. Baleman:—Yes, if they could prove I have used that amount.

His Lordship:—Of course, they could prove it.

Mr. Hays:—It is my client's contention that the company have failed to prove it excepting by the idiotic reading of the meter.

Mr. Grist:—The company replied saying the matter has been fully gone into and they really cannot see that she is hurt in any shape or form.

Evidence was then called, and his Lordship eventually gave judgment for plaintiffs, with costs.

THE "NOVOI KRAI" ON THE ALLIANCE WITH GERMANY.

The *Novoi Krai* being the Russian official organ for the Far East, claims immediate and interested attention when it deals with Russian policy in these waters. We are pleased to be able, therefore, to place before our readers a translation specially made for the *Peking and Tientsin Times*, of that journal's leading article on November 22nd, the latest date to hand.

The Japanese Press has more than once referred to an increased feeling of alarm at the question of the possibility of a triple alliance or rapprochement between Russia, France and Germany to enlarge their sphere of activity in the Far East. By way of supporting their assertions concerning the triple alliance, they brought forward two proofs, firstly, Count Lamsdorff's journey to Paris, and secondly, the meeting of His Imperial Majesty with the German Emperor at Wiesbaden on the 17th of November. Consequently the Japanese Press was convinced, that the treaty thus entered upon between the three Powers was directed against Japan. An example of which she had already witnessed in the year 1895, when these Powers combined to deprive Japan of the fruits of her victories gained in the China-Japan War.

In the confused imagination of the Japanese the slightest cloud on their political horizon assumed the gigantic proportions of a coalition of the European Powers against the Japanese way in Corea.

But, what a grave error the Japanese Press is making! The fact is, that an alliance with Germany for united action in the Far East would be far from advantageous to Russia.

It seems to us, that we can prophesy, with a great probability of our prophecy turning out correct, that the occasion of an alliance between Germany, France and Russia, will mark the completion of a revolution in the politics of the Near East which will extend even to the Far East. It must not be forgotten at this point, that the Near East and Far East have many ties in common. An alliance between Russia and Germany in affairs pertaining to the Near East and the Far East, could only be effected to the detriment of England, as even the Japanese Press has observed, and the vital interests of Russia and England at the present day coincide in many ways not

only in the Far, but also in the Near East, which we are not obliged to go into fully. Far-sighted people thoroughly understand this matter, but unfortunately, the question is still insufficiently clear to the Japanese.

In order, possibly, to throw a little light on this question and to signify to the Japanese Press itself the groundlessness of their alarm, we shall endeavour to give a short sketch of German colonial policy up to the present time in the Near East.

Japan, as the representative of Buddhism, cannot understand quite clearly the rôle of Russia, as protectress of her Christian co-religionists in the Near East. This protection is perhaps far more important than the protection of the Yellow Race, preached at the present time by Japan. That is why Russia considers it a sacred duty to perform her mission in the Near East. But with the appearance of Germany on this arena the position of Russia there was entirely changed. The Emperor William, with great foresight seized the opportunity, when England was occupied in the Transvaal, to strike a painful blow at not only England, but also Russia in the politics of the Near East. On the 27th of November, 1899, a triumph of the German Bank was announced, on the occasion of obtaining a concession in the Bagdad Railway, and on the 24th of November in the same year Germany signed an agreement with England in reference to the annexation of Samoa and liberty of action in Asia Minor, which was welcomed by Count Lilow in his speech, as a means of organizing "eingrössers Deutschland."

Although the whole of Windsor was transported with joy at the visit of the German Emperor to London during a critical moment in the political life of England, and now, when England has slowly begun to grasp the situation and to see that it is not Russia who is threatening to advance upon India, but Germany by means of her Bagdad Railway, the relations between England and Germany have become estranged. For Russia the Bagdad Railway appears not only to threaten the activity of the mighty Siberian Railway, but this new railway will bring to naught the sacred obligations of Russia in Palestine and Syria, and will likewise paralyse her commercial progress in Asia Minor. The Japanese Press demonstrates, among other things, the possibility of the triple alliance being broken by us and also that the Russian Press (the St. Petersburg Press) has frequently referred to it rather feelingly. But we suppose that this has resulted from the slight acquaintance of the St. Petersburg Press with the real state of affairs in the Far East and the impossibility to negotiate questions of the Far East in the tranquillity of St. Petersburg Cabinets.

Would that we were proved to be mistaken, but it is impossible for us to keep silence amid the hubbub and confusion that accompany abuses. We, by virtue of our loyal devotion to the Throne and our own fatherland, without hypocrisy, support our actions, and we say with conviction, that if Russia and France were to enter into an alliance with Germany in the Far East, this rapprochement would be advantageous to Germany alone. We, the great adherents of those who endeavour to maintain a peaceful attitude in political conflicts at any cost in whatever light we view it, cannot welcome the new trend in the strengthening of good relations between Russia and Germany. All the more if it appeared as the result of the interview between the Emperor of Germany and our monarch the Mighty Promoter of the idea of a general disarmament, but the life of the East, reviewed by us here, in all its nakedness, points rather to the possibility of another triple alliance—France, England and Russia. The foundation for this has rested for a long time on the Franco-Russian alliance. The walls of this political edifice have already been constructed in view of the Anglo-French Agreement. Russia is waiting to put the finishing touch to this building. And we might mention, that the probabilities of this are beginning to appear for, if we believe the *Gaulois*, France has already offered, with the co-operation of England to put pressure on Japan with the object of terminating the Russo-Japanese conflict.—*P. & T. Times*.

THE TIMBER TRADE.

The syndicate of Chinese timber merchants formed in Hongkong for the purpose of importing timber into the Colony from Australia, is losing no time in getting operations pushed on in the Northern Territory. According to the local *Gazette* Mr. Hamilton, the active representative at Port Darwin of the syndicate, left for the scene of timber cutting operations—Bowen Straits—on the 6th ult., in a small lugger belonging to C. Hitzner. So far as could be learnt timber cutting operations are being vigorously carried on, but the work of getting the cut timber into the water is hampered by the want of teams, and to meet this difficulty orders have been given locally for the construction of some proper timber carriages. As soon as a cargo is ready a large steamer is to be sent down from Hongkong by the before mentioned syndicate to take delivery at Bowen Straits, and the future development of the industry will depend to a very great extent upon the financial outcome of this initial shipment.

According to later advices, the timber export experiment in that neighbourhood is progressing apace, and a full cargo of logs would now have been in readiness for shipment had better facilities been on hand for getting the timber into the water. Up to the end of last month only one team has been engaged in this work, with the result that many logs still remain where they were felled. It is believed, however, that improvements are about to be made in this respect, and that the construction of one or two proper timber wagons is being carried out by a local firm. It is stated that over 2,000 logs have been cut, consisting for the main part of cypress pine. It is presumed that until a full shipment is actually in the water, and in readiness to be towed off, no steamer will be sent from Hongkong, and if the first shipment is to be made before the setting in of the wet season there would appear to be no time to lose.

YOUNG MEN'S CHRISTIAN ASSOCIATION.

A meeting of the active membership of the European department was held last evening at the Hongkong Christian Union Rooms, Heaconsfield Arcade, under the presidency of H. E. The Officer Administering the Government, Hon. F. H. May, C.M.G., for the purpose of completing the organization. The constitution proposed the metropolitan form, providing for various distinct departments—European, Chinese, &c.—under one board of directors, was adopted. The following strong committee of management was appointed to work out the details of the European department, viz., Messrs J. H. W. Armstrong, J. Dyer Ball, H. D. Bell, A. S. D. Cousland, P. H. Holyoak, H. Hursthouse, A. J. Mackie, R. S. Piercy, W. A. Sims, H. W. Slade, S. T. Wenborn, G. E. Woodward and W. J. Wright. At a subsequent meeting this committee elected its officers, as follows:—chairman, Mr. J. Dyer Ball; vice-chairman, Mr. P. H. Holyoak; treasurer, Mr. H. W. Slade; and recording secretary, Mr. H. D. Bell.

The following gentlemen comprise the board of directors of the association in general, having been elected at a previous meeting:—H. E. F. H. May, C.M.G. (president), Hon. H. F. Pollock, K.C., Mr. H. W. Slade, Major Benson, A.D.C., Messrs P. H. Holyoak, W. J. Anstey, R.N., Ho U Ming, A. Ah Wee and W. J. Southern (general secretary). It is expected that the fine commodious rooms of the Association, in the new Alexandra Building, at the junction of Des Vaux and Chater Roads, will be ready for occupation on the 1st March, and it is needless to say, that those interested in the organization rejoice in the excellent promise there is of its complete success.

THE S.S. "MANCHURIA."

A Philadelphia wire of October 31st says:—The steamer *Manchuria*, built for the Pacific Mail Steamship Company, stuck on the ways as she was being launched to-day at the New York Shipbuilding Company's yard in Camden, N. J. Every effort was made to launch the vessel, but without success. At noon the tide had receded and it was found necessary to postpone the launching.

The *Manchuria* is a sister ship to the *Mongolia*, which was launched on July 25, and which is now nearly ready for her trial trip. The *Manchuria*, with the *Mongolia*, was first laid down for the Atlantic Transport Company. During the construction, however, they were sold to the Pacific Mail Steamship Company, and are intended to run between San Francisco, Hawaii, China and Japan. The dimensions of the *Manchuria* are 625 feet over all, 65 feet beam, with a displacement of 10,530 tons and dead weight carrying capacity of 14,000 tons. Her indicated horse-power will be about 12,000, and the average speed will be about 16 knots.

THE ACCIDENT TO LORD KITCHENER.

KITCHENER.

DETAILS OF HOW IT OCCURRED.

The following telegrams to the *Madras Mail*, dated the 16th ult., give fuller details of the accident to Lord Kitchener: Simla was greatly excited this morning at the news that Lord Kitchener had sustained an accident last night, breaking his leg. It appears that the Commander-in-Chief rode out alone to "Wild Flower Hall," his residence at Mahasu, about six miles from Simla. Returning in the evening he was passing through the small tunnel near Sairajuli Bazaar when his horse became restive and he collided against the side of the tunnel, breaking his leg clean above the ankle, both bones being broken. He lay for some little time in the tunnel, helpless, until some coolies luckily came along with an empty ricksha in which he was brought back to Simla. Here he was at once attended at "Snowdon" by Colonel Tate and Majors Clark and Greene, the Civil Surgeons, who set his leg. He had a good night and is cheerful and doing well, but his tour arrangements are, naturally, all cancelled, and he is unlikely to be able to leave Simla for a month or so. His horse is a particularly quiet animal which he brought from South Africa and has constantly ridden on the hills. The tunnel is by no means a pleasant one to ride through, and there have often been complaints as to its insufficient lighting. Further details of the accident show that the Chief had ridden his horse dozens of times through the tunnel. On this occasion the horse slipped at a coolie crouching against the side. Lord Kitchener caught his leg against a beam, twisting and breaking it. The coolie appears to have bolted in fright, as did some others who, on approaching the tunnel, heard that the man hurt within was the great Lord of War. Lord Kitchener was for over half an hour suffering in the tunnel, but a second lot of coolies went out from Sanjoli Bazaar with a ricksha and brought the Chief in.

Later—Lord Kitchener passed a fairly good day, but is suffering a lot of pain as the leg was much bruised and the wrench was a severe one. The next few days will be trying ones. He is wonderfully cheerful under the circumstances, and it is hoped, will be able to travel to Calcutta about Christmas. The bones were broken clean without any complications or fractures, and the doctors are hopeful that the recovery will be a good one.

Point, November 17th.—In consequence of the accident to Lord Kitchener on Saturday last, the visit to Poona and his engagements here have all been cancelled. Colonel Wickham, the Director-General of Transport, and the other principal officers who had arrived to meet him here, will depart. Great disappointment is felt in Poona, as it was confidently believed that Lord Kitchener would have distributed the prizes at the Rifles Meeting, which opens to-morrow.

UNOFFICIAL MEMBERS OF COUNCIL.

In a despatch to the Ceylon Government in reply to a motion passed in connection with the appointment of unofficial members of the Executive Council, Mr. Chamberlain wrote:—It is hardly necessary to remind you that the change which you recommend is not supported by the analogy of the Government of India, nor by that of the Straits Settlements. It is true that in the case of Hongkong it was decided in 1896 to place two Unofficial Members upon the Executive Council, but my reason for agreeing to this step was stated as follows:—'Whilst most of the larger Crown Colonies possess one or more Municipal Councils subordinate to the Colonial Government, in Hongkong there is no such institution. Moreover, it seems impracticable to alter this state of things. . . . This being so, in my opinion the most practicable course is to recognize that the Colonial Government is discharging Municipal duties and that on that account representatives of the citizens may fairly be given a place on the Executive.' I need hardly say that the special circumstances which justified the inclusion of Unofficial Members in the Executive Councils of Hongkong and Mauritius are absent in the case of Ceylon.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Shanghai advices dated the 5th inst. report business done:—Shanghai and Hongkong Wharves shares at Tls. 200 cash, and Tls. 200/205 for March. Indo-China at Tls. 553 for December. Farnham, Blyds at Tls. 125 for December and Tls. 127/126 for March. Langkats at Tls. 310 cash, Tls. 312/310 for December and Tls. 317/315 for March. Hall and Holts at 833.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer 1/8 1/2
" Bank Bills, on demand 1/8 9/16
" Credits, 4 months' sight 1/8 15/16
" D'ments 4 months' sight 1/9 1/16
ON BERLIN, (demand) M. 1/75
ON PARIS, Bank Bills, on demand 2.15
" Credits, 4 months' sight 2.19
ON NEW YORK, Bank Bills, on demand 41 1/2
" Credits, 30 days' sight 42 1/2
ON BOMBAY, Telegraphic Transfer 127 1/2
" On demand 127 1/2
ON SHANGHAI, Telegraphic Transfer 71 1/2
" Private 30 days' sight nom.
ON YOKOHAMA, T.T. 83 1/2
Sovereigns, Bank's Buying Rate \$11.68
Gold Leaf 100 touch, per tael 60.50
" Silver 25 5/16

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW @ 990/960
" LAST YEAR @ 990/950
" OLDEST @ 1,680/1,100
PATNA NEW @ 1,185
BENARES NEW @ 1,187 1/2
PERSIAN (PAPER) @ 800/860

To-day's Advertisements.

VICTORIA REGATTA.

WEDNESDAY AND THURSDAY, 16th and 17th DECEMBER, 1903.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of Hongkong, on WEDNESDAY and THURSDAY, the 16th and 17th inst., at 1 P.M., on Board the Sailing Ship "BRILLIANT," which has been kindly placed at the disposal of the Committee as a Flagship by Captain G. COWLISSAW.

THE LADIES' PRIZE will be presented by Miss BERKLEY immediately after the Race on THURSDAY, the 17th inst., at 3.30 P.M. Through the Courtesy of Mr. DIXON, the Chief Manager of the Hongkong and Whampoa Dock Co., Limited, the "FAME" will leave Blake Pier on Each Day at 12.30 P.M. and 1.15 P.M. to convey Visitors on Board the Flagship, leaving the Flagship to minutes after the Last Race on Each Day. By kind Permission of Lt. Col. W. S. BIRDWOOD and Officers, the Band of the 110th Mahratta Light Infantry will perform Each Day.

The Secretary's Launch will leave Blake Pier Each Day at 12 Noon, sharp, to convey Rowing Members to L.S. Flagship. Admission to the Flagship (Gentlemen) \$1 Each Day. TICKETS for ADMISSION may be obtained from the Steward, V.R.C.

HAROLD C. AUSTEN, Acting Hon. Secretary.

Hongkong, 10th December, 1903. [1481e]

IMPERIAL GERMAN MAIL LINE. NORDEUTSCHER HAMBURG-AMERIKA LLOYD.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship "KIAUTSCHOU,"

of the HAMBURG-AMERIKA LINE, Captain Behrens, will leave for the above places TO-MORROW, the 11th inst., at 6 A.M.

NORDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 10th December, 1903. [563c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above, on SATURDAY, the 12th inst., at 2 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 10th December, 1903. [1484e]

To-day's Advertisements.

THE DAIRY FARM COMPANY, LIMITED.

Town Office and Depot: Wyndham Street. Kowloon Branch: 57, Elgin Road.

FARMS AT POKFOOLUM.

PRICE LIST.

Fresh Milk, per small bottle,	12 cents.
Sterilized " " quart,	60 "
Sterilized " " small "	9 "
Separated " " large "	7 "
Cream " " pint "	50 "
Fresh Butter " " pat "	50 "
Australian Fresh Butter, per lb.	85 "
Australian Cooking Butter, per lb.	85 "
Coulommier Cheese, each	30 "
House Fed Capons, per lb.	32 "
Frequent killings of Dairy Farm Fed Pork and Milk Fed Veal.	

S. A. SETH, Secretary. J. WALKER, Manager. Hongkong, 10th December, 1903. [1480c]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW. THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Ports, TO-MORROW, the 11th inst., at 7 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 10th December, 1903. [1476e]

IMPERIAL GERMAN MAIL LINE. NORDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"KIAUTSCHOU,"

of the HAMBURG-AMERIKA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 17th December, at 9.30 A.M.

All Claims must reach us before the 22nd December, 1903, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned. NORDEUTSCHER LLOYD. MELCHERS & CO., Agents. Hongkong, 10th December, 1903. [563c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by MONDAY, the 14th inst., at 10 A.M., will be landed and stored at Consignees' risk and expense.

J. STUART THOMSON, Acting Agent. Hongkong, 10th December, 1903. [1]

Intimation.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"YANGTZE"	On 13th December.
GLASGOW AND LIVERPOOL	"TYDEUS"	On 29th December.
GLASGOW AND LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW AND LIVERPOOL	"KEEMUN"	On 8th January.

S.S. "YANGTZE" left Singapore on the 7th inst., and is due here on the 13th.

OUTWARDS.

FROM	STEAMERS	TO SAIL
*LIVERPOOL	"ACHILLES"	On 19th December.
MARSEILLES, LONDON & ABERF.	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON & ABERF.	"DARDANUS"	On 5th January.
*LIVERPOOL	"DIOMEDES"	On 22nd January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS"	On 1st January.

S.S. "CALCHAS" left Victoria, B.C., on the 25th ult., for this via Japan ports.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th December, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"OHINGTU"	12th December.
SHANGHAI and CHINKIANG	"PAKHOI"	14th "
ILOILO	"WUOHANG"	15th "
MANILA	"KAIFONG"	16th "
MANILA	"OHINGTU"	30th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"OHINGTU"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th December, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 12th Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 19th Dec., at 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th December, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. R. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA

REGULAR SERVICE

MANILA LINE.

BETWEEN HONGKONG AND
MANILA IN 48 HOURS.Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
ROHILLA MARU	Ernest Bent	3,869	FRIDAY, 12th December, at 11 A.M.
ROSETTA MARU	R. S. Smith	3,876	THURSDAY, 17th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

K. NAKASHIMA, Manager.

Hongkong, 7th December, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.
HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
valued Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.FARE—(Week Days) 1st Class (including
cabin and servant), \$2; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.WHARF—At the Western end of Wing Lok
Street.The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.MING ON & CO.,
2nd Floor, No. 10, Victoria Street.
Hongkong, 7th September, 1903. [1073c]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommodation
for First Class Passengers. Ship lighted
throughout by Electricity.Passage Fare, \$4 Single Journey.
Meals \$1 each.The Company's Wharf is West of the Hong-
kong Harbour Master's Office.SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 10th May, 1903. [1322c]

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"LOWTHER CASTLE" 15th Dec.

"SIKH" 24th Dec.

"SAGAMI" 5th Jan.

"LENNOK" 15th Jan.

"AFRIDI" 27th Jan.

For Freight and further information, apply
toDODWELL & CO., LIMITED,
Agents.

Hongkong, 4th December, 1903. [1190d]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN,"
Captain W. Ellis, will be despatched for the
above Port, on WEDNESDAY, the 16th instant,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric-light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 5th December, 1903. [1462c]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EASTERN,"
Captain W. Ellis, will be despatched for the
above Ports, on WEDNESDAY, the 16th
proximo, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric-light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 23rd November, 1903. [1408c]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROY,"
Captain F. Selby, will be despatched as above
on WEDNESDAY, the 16th December, 1903.
For Freight, apply toMcGREGOR BROS. & CO.,
Agents.

Hongkong, 18th November, 1903. [1385c]

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"NIMIRA,"
Captain Lockhart, will be despatched as above
on MONDAY, the 8th December, 1903.
For Freight, apply toSHEWAN, TOMES & CO.,
General Agents.

Hongkong, 3rd December, 1903. [1444c]

Shipping—Steamers.

FOR CHEMULPO, DALNY AND PORT
ARTHUR.
(Calling at SHANGHAI).

THE Steamship

"PRONTO,"
Captain Grand, will be despatched for the
above Port, TO-MORROW, the 11th instant,
at 5 P.M.For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th December, 1903. [1429c]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"AMBRIA,"
Captain Duckstein, will be despatched for the
above Ports, on MONDAY, the 14th instant,
at Noon.For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th December, 1903. [1427c]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FOR AMOY, SWATOW AND
RANGOON.

THE Company's Steamship

"JELUNGA,"
Captain Windebank, will be despatched as above
on MONDAY, the 14th instant, at 4 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 9th December, 1903. [1479c]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ANNAM,"
Captain Girard, will be despatched for the
above Ports on or about MONDAY, the 14th
instant.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 8th December, 1903. [1004c]

"SHIRE" LINE STEAMSHIP COMPANY.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"FLINTSHIRE,"
Captain J. M. Hafner, will be despatched for
the above Ports on or about MONDAY, the 28th
instant.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th December, 1903. [1469c]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing (Un-
dergarments), and all kinds of Embroidery,
Materials can be supplied, if required.The Superior will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1903.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 9th December, 100 cts. per \$ Mex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	17
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Breast—Ngau Lam	14
" Soup, Tong Yuk	13
" Steak—Ngau Yuk Pa	17
" Serjion—Ngau Lai	16
" Sausage—Ngau Yuk Chung	16
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Sum	5
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	12
" Feet—Ngau Kerk	12
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Coa	9
" Tripe (undressed)—Ngau To	5
" Calves' Head and Feet—Ngau-chai- tau-keok	75
" Mutton Chop—Young Pai Kw	24
" Leg—Young Pai Kw	24
" Shoulder—Young Shau	22
" Pig—Chillings—Chi chung	7
" Feet—Chi Kerk	12
" Fry—Chi Chak	2
" Head—Chi Tai	12
" Heart—Chi Sum	13
" Kidneys—Chi Yiu	16
" Liver—Chi Kon	24
" Pork Chop—Chi Pai Kwat	18
" Corned—Ham Chu Yuk	18
" Leg—Chu Pei	18
" Fat or Lard—Chu Yau	18
" Sheep's Head and Feet—Young Tau Heok	43
" Kidneys—Young Sum	6
" Liver—Young Sum	10
" Sucking Pig, To Order—Chi Chai	20
" Suet, Beef—Sang Ngau Yau	16
" Mutton—Sang Young Yau	17
" Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	32
Capons, Large, Small—Sin Kai	24
Ducks—Ap	24
Doves—Pan Kau	10
Eggs, Hen—Kai Pan	21
Fowls, Canton—Kai Nam Kai	30
Geese—Wing	24
Geese, Wild Shanghai—Sheung Hoi Ye	20
" Ngau	20
Musk Duck—Wong Keng	30
Hare—Yi Chai	25
Partridge—Che Kiao	25
Pheasant—Shas Kai	140
Pigeons, Canton—Pak Kung	28
" Hollow—Hollow Pak Kung	24

Quail—Um Chun	17
Rice Birds—Wo Fa Cheuk	20
Saipe—Sa Chui	28
Turkeys, Cook—Fo Kai Kung	65
" Hen	50
Wild Ducks, Shanghai, Sulap	80
Wild Ducks, Canton—Sang Shing Sul	80
Wild Ducks, Canton—Sang Shing Sul	90

FISH.

Barbel—Kai Yu	13
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	13
Carp—Li Yu	13
Codfish—Chik Yu	15
Codfish—Mun Yu	15
Crabs—Hai	15
Cuttle Fish—Muk Yu	15
Dab—Sa Mang Yu	15
Dace—Wong Mei Lun	11
Dog Fish—Tit Tu Sa	8
Eels, Congor—Hai Man Yu	15
" Fresh water—Tam Sui Yu	14
" Yellow—Wong Sin	24
Frogs—Tien Kai	24
Garoupa—Sek Pan	20
Gudgeon—Pak Kung Yu	20
Herring—Tao Pak	14
Halibut—Cheung Kwan Yu	14
Labrus—Wong Fa Yu	14
Loach—Wu Yu	14
Lobsters—Lung Ha	22
Mackerel—Chi Yu	24
Monk Fish—Mon Yu	20
Mullet—Chai Yu	20
Oysters—Sang Hoo	16
Parrotfish—Kai Kung Yu	15
Perch—Tau Loo	13
Pike—Fa Paw Poong	11
Plaice—Pan Yu	16
Pomfret, Black—Hak Chong	20
Pomfret, White—Pak Chong	20
Prawns—Ming Ha	28
Ray—Pai Fa Sa	20
Rock Fish—Sek Kau Kung	18
Roach—Chun Yu	11
Salmon, (Chon), fresh water—Ma Yau Yu	28
Shark—Sa Yu	8
Skate—Po Yu	8
Shrimps—Ha	15
Snapper—Lap Yu	28
Soles—Tat Sa Yu	15
Tench—Wan Yu	14
Turbot—Cho How Yu	20
Turtles, small, fresh water—Keok Yu	40
White Bait—Ngau Yu Chai	11

FRUITS.

Ko	20
" (Chefoo)—Tin Chun Ping	15
" Ko	8
" Small—Hoi Tong	8
" Custard—Fan Lai Chi	4
Bananas, fragrant, Canton—Sang Sheng	4
" Heung Chiu	3
" (brides), Macao—San Heung Chiu	9
Chestnuts, Chinese—Foong Lut	9
Carambola—Yeung Tou	9
Cocoanuts—Yeh Tai	9
Grapes—Sin Tai Tsai	20
Lemons, China—Ning	8
" Amer—Kum San Ning Moong	16
Lichees, Dried—Lai Chi Coa	16
" Fresh, Lai Chi	7
Limes, (Saigon)—Sai Kung Ning	7
Moong	each
Mango, Manila—Lui Sung Moong	each
Mango, Saigon—Sai Kung Moong	each
Mangosteens, San Chuk Ts'z	dor.
Oranges, (Canton)—Sang Sheng Tim	each
Chang	each
" Small—Tai Kut	each
" Mandarin—Tim Kut	each
Olive—Pak Lam	each
Pears, (American)—Kai Tsai	each
" (Canton), Cooking—Sa Li	each
" (Shanghai)—Sheung Hoi Li	each
Peanuts, Fa—Sang	each
Perissmons Large, —Hung Chi	each
Pine-apples, 1st quality—Sheung Poon	each
Ti Paw-law	each
" and cocking—Chung-tang	each
Paw-law	each
Platams—Tai Chen	each
Plums, Swatow—Hung Lai	each
Pumolo, Siam—Chim Lo Yau	each

Shipping.

Arrivals.
 America Maru, Jap. s.s., 3,400, Going, 9th Dec.—San Francisco 10th Nov., Honolulu 17th, Yokohama 1st Dec., Kobe 2nd, Nagasaki 4th, and Shanghai 7th, Mails and Gen.—T. K. K.
 Hongkong, Fr. s.s., 750, Suzani, 9th Dec.—Haiphong and Hoihow 8th Dec, Gen.—A. R. M.
 Ulabrang, Nor. s.s., 1,260, Andersen, 9th Dec.—Karatsu 4th Dec, Coal.—C. & Co.
 Formosa, Br. s.s., 2,615, Snow, 10th Dec.—Fochow 8th Dec, Gen.—P. & O. S. N. Co.
 Hailan, Fr. s.s., 377, Andersen, 10th Dec.—Pakhoi and Hoihow 6th Dec, Gen. and Pigs.—A. R. M.
 Kiautschou, Ger. s.s., 6,720, Behrens, 10th Dec.—Bremen 28th Oct., and Singapore 5th Dec, Mails and Gen.—M. & Co.
 Capri, Ital. s.s., 2,713, Belstio, 10th Dec.—Bombay 17th Nov., and Singapore 29th Dec, Gen.—C. & Co.
 Petchaburi, Ger. s.s., 1,375, Hillmann, 10th Dec.—Bangkok via Swatow 9th Dec, Rice and Wood.—B. & S.
 Kawachi Maru, Jap. s.s., 3,780, Fraser, 10th Dec.—Shanghai 7th Dec, Gen.—N. Y. K. Suisang, Br. s.s., 1,776, Young, 10th Dec.—Java 30th Dec, Sugar.—J. M. & Co.
 Progress, Ger. s.s., 687, Bremer, 10th Dec.—Swatow 9th Dec, Gen.—S. & Co.
 Hupeh, Br. s.s., 1,205, Mathias, 10th Dec.—Iloilo and Cebu 5th Dec, Gen.—B. & S.

Clearances at the Harbour Office.

San Cheong, for Canton.
 Daiwa Maru, for Moji.
 Fuk Kung, for Amoy.
 Wingchun, for Amoy.
 Hot Ho, for Canton.
 Kwongwai, for Swatow.
 Hsion, for Singapore.
 Kwongchow, for Canton.

Departures.

Phuyen, for Saigon.
 Daiwa Maru, for Swatow.
 British Monarch, for Calcutta.
 Yunnan, for Canton.
 Glenarry, for Shanghai.
 Elze, for Portvallet.
 Michael Jelen, for Hoihow.
 Hsion, for Singapore.
 Kwongchow, for Canton.

Passengers arrived.

Per Capri, from Singapore—300 Chinese.
 Per Formosa, from Shanghai for London—Mr. Peachey, for Hongkong—Capt. Cunningham, from Fochow—Miss Chambers, Mr. and Mrs. Helbling, and Mr. Muller.
 Per Hupeh, from Iloilo, &c.—Mr. Eaton, and 73 Chinese.
 Per Kiautschou, for Hongkong from Southampton, Mr. L. Appleby, Mr. and Mrs. W. Parlane, Mr. F. W. Anderson, Police-Sergeant, and Mrs. Watt, and Inspector Ritchie.
 Per Cenoa, Mr. H. Lutz, Mr. and Mrs. A. V. Hogg, Mr. Arnold, Mr. and Mrs. H. A. McPherson, Mr. A. E. Moll, Mr. C. Sackermanns, Mr. and Mrs. J. H. Henderson, Mr. and Mrs. L. Lachal, Mr. Thevenin, Mr. H. L. Schiess, Mr. E. Widmer, and Mr. M. Auflichtig.
 Per Naples, Mr. L. M. Alvarez, from Colombo—Mr. G. F. Paget, from Singapore—Mrs. L. Goetsche, Messrs. Ed. Keeler, H. Knox, and O. H. Howell, Corp.—Capt. V. Zamabiski, Mr. P. Witkowski, child and servants, Mr. and Mrs. Godfrey Oakley, Mr. Tipper, Mrs. Crawford Dick, child and servant.
 Per America Maru, from San Francisco, &c.—Mr. C. Berberich, Miss E. M. Browning, Mr. M. C. Bryant, Mr. C. A. Bailey, Miss C. W. Bailey, Mr. J. Burns, Miss A. Burns, Mr. B. W. Cadwallader, Mr. P. C. Clark, Dr. E. B. Cope, Mr. and Mrs. J. N. Currie, Mr. C. H. Way Lee, Mr. and Mrs. C. Cooke, Mrs. Alice Cooke, Mr. L. D. Dawson, Mrs. E. K. Dinwiddie, Miss D. Dinwiddie, Miss M. Dupuy, Mrs. E. Deblangy, Mrs. Geo. Eckley, Mrs. C. E. Edlin, C. K. Edmonds, Messrs. A. J. Francis, D. W. Fry, J. B. Fishburn, C. H. Fullaway, Earl Gold, T. Goulden, Miss L. B. Goldsmith, Mr. W. Y. Handy, Miss A. L. Handy, J. H. R. Hance, Major J. C. Hutchinson, Mrs. B. Jackson, P. B. Jones, T. L. Jenkins, Miss Lewis, Mrs. J. R. Lawrence, Mr. and Mrs. J. R. McKee, Messrs. R. H. McMullen, J. W. Miller, F. Minisini, J. N. Noon, H. E. Pieper, C. A. Ratcliff, S. C. Ridgway, Dr. H. E. Ruediger, Mr. and Mrs. F. J. Schlotfeldt, Messrs. A. M. Sauer, E. L. Seymour, Thos. Shaffer, E. L. Stone, Miss E. Smith, Mr. and Mrs. H. W. E. Story, Mr. and Mrs. J. R. Stewart, Mr. and Mrs. F. Vanderpool, Messrs. H. M. Wade, G. A. Webster, Capt. and Mrs. R. P. Wheat and son, Mr. and Mrs. B. Winthrop, Mr. Wilson, Miss C. Young, 4 Japanese and 209 Chinese.

Passengers departed.

Per Suikiang, for Manila—Mrs. K. Treuss and 2 children, Messrs. J. L. Travers, G. F. Witton, H. Carlyle, R. Fitzpatrick, M. F. Haldin, C. H. Pollard, R. Mitchell, J. D. Encarnacao, G. W. Redman, F. Dahlquist, A. Turner, F. Gaston, R. Ginsel, W. A. Ladner, Q. Castillo, M. Martinez, Drs. Apicible and L. Apicible.
 Per Prinz Heinrich, from Hongkong for Hamburg, &c.—Mr. J. Andrews, Miss J. Anderson, Mr. and Mrs. Barton, Miss A. W. Booth, Messrs. Barth, S. Bolongaro, James F. Brown, Sub-Lieut. and Mrs. P. M. Garpendale, child and servant, Mr. Chesley, Miss Cornack, Mr. O. Cowie, Mr. and Mrs. R. H. Craig, Miss Craig, Mr. Craig, Jr., Mr. Cheong, Misses H. and E. Eberhardt (1), Rev. Folker, Messrs.

Fung Chi Kua, W. Grauert, Lieut. 2. S. V. Gion, Mr. H. F. Geritten, Sub-Lieut. 1. S. Helf, Lieut. W. V. d. Heyden, Mr. Hiltmann, Capt. 2. S. Ingehoel, Mr. O. Johnston, Misses H. S. Leighton, McLaven, Vessers, Linder, Leung Chi, Leung Ngai, Yung, Lam Sei, Loon, Mrs. Lam Fuung Chi, Mrs. Li, Inspector F. Meixenthien, Mr. and Mrs. Naegeli, Miss Naka Ogawa, Miss Francis B. Patterson, Mr. J. W. Pritchard, Capt. and Mrs. Ricke, Miss Sophie Ross, Capt. G. v. Sauman, Ietsch, Sub-Minister Schliebs, Capt. Sievers, Dr. Senf, Mr. Stafford Hill, Dr. Steinbrück, Mr. and Mrs. Stone, Misses M. A. Young-Southfield, Thomas, Mr. T. M. and Mrs. Charles H. Wood, and Mr. Stabsholm Wrege.

Shipping Reports.

Str. Kiautschou from Bremen—Very strong N.W. monsoon.
 Str. Capri from Bombay—In the China Sea strong wind from the N.E., and heavy sea.

Steamers Expected.

Vessels	From	Agents	Due
Wuchang	Manila	B. & S.	Dec. 11
Kaifong	Manila	N. Y. K.	Dec. 12
Victoria	Japan	P. M. Co.	Dec. 13
Korea	Japan	P. M. Co.	Dec. 14
Tartar	Japan	C. P. R. Co.	Dec. 14
Annam	Singapore	M. M.	Dec. 15
Japan	Singapore	P. & O. Co.	Dec. 15
C. Apcar	Singapore	D. S. & Co.	Dec. 15
Wurzburg	Singapore	H. A. L.	Dec. 15
Emp. of China	Vancouver	C. P. R. Co.	Dec. 21
Namsang	Calcutta	J. M. & Co.	Dec. 22
Gaelic	San Francisco	O. & O. Co.	Dec. 24
Taiyuan	Sydney	B. & S.	Dec. 27
H'kong Maru	San Francisco	P. M. Co.	Dec. 31

Hongkong & Whampoa Dock Returns.

H.M.S. Amphitrite	at Kowloon Dock
H.M.S. Rinaldo	"
H.M.S. Mowee	"
Anphio	"
Kiangtung	"
U.S.A.T. Sacramento	"
Kaipan	"
Tarlic	"
Kinshan	"
Hankow	"
Salamanca	Cosmopolitan
Maidzuru Maru	"

Ships Passed The Canal.

Outward—13th November—Sakuma, Yang Benary, Tze, Queen Mary, Japan, Wurzburg, 17th November—St. Kilda, 20th November—Annam, Bernicia, Fukutsu Maru, Dragon, Anhai, Min, Radley, Auchenara, St. George, 23rd November—Shimoda, Alexia, Glenloch, Andrago, Glavert, Benadict, 28th November—Pyrene, Crusader, Tyndal, 1st December—Byern, Howick Hall, Bendeni, Brezhaud, Glavin, Palerma, 4th December—Awa Maru, Neitor, Polynest, Chardouin, 8th December—Carl Chenan.
 Homeward—13th November—Vindobona, 25th November—Sambha, 1st December—Java, 4th December—Freussen.
 Arrivals at Home—13th November—Bamber, Inaba Maru, Konigshagen, Andalusia, 17th November—Socotra, 17th November—Seydlitz, Brauner, Benckel, Ernest Simons, 20th November—Persia, 28th November—Hitachi Maru, 1st December—Agamemnon, Abyssinia, Kentmore, Yarra, 4th December—Idoneneus, Borneo, 8th December—Wakata Maru, Pakling, Roon, Dhawar.

Post Office.

A Mail will close for:—
 Canton—Per Fatshan, 11th Dec, 7.30 A.M.
 Swatow, Singapore and Bangkok—Per Keongwai, 11th Dec, 9 A.M.
 Haiphong—Per M. Struze, 11th Dec, 9 A.M.
 Manila—Per Rohilla Maru, 11th Dec, 10 A.M.
 Bangkok—Per Kotsichang, 11th Dec, 11 A.M.
 Manila—Per Taria, 11th Dec, 11 A.M.
 Macao—Per Heungshan, 11th Dec, 1.15 P.M.
 Shanghai—Per Waihsing, 11th Dec, 3 P.M.
 Kongsmoon, Kunchuk and Samsui—Per Sze Wai, 11th Dec, 4 P.M.
 Shanghai, Chemulpo, Dalny and Port Arthur—Per Krima, 11th Dec, 4 P.M.
 Canton—Per Kinsan, 11th Dec, 5 P.M.
 Namtau—Per Tachuan, 11th Dec, 5 P.M.
 Sanbu—Per Hoi Fu, 11th Dec, 5 P.M.
 Macao—Per Wingchun, 11th Dec, 5 P.M.
 Swatow, Amoy and Anping—Per Maidzuru Maru, 11th Dec, 5 P.M.
 Canton—Per Honan, 11th Dec, 7.30 A.M.
 Manila—Per Rubi, 12th Dec, 9 A.M.
 Haiphong—Per Hongkong, 12th Dec, 9 A.M.
 Straits and Bombay—Per Capri, 12th Dec, 11 A.M.
 Kobe—Per Hopsang, 12th Dec, 11 A.M.
 Macao—Per Loongwan, 12th Dec, 1 P.M.
 Macao—Per Heungshan, 12th Dec, 1.15 P.M.
 Shanghai—Per Loongwan, 12th Dec, 3 P.M.
 Kobe—Per Chineta, 12th Dec, 3 P.M.
 Kongsmoon, Kunchuk and Samsui—Per Sze Yui, 12th Dec, 4 P.M.
 Namtau—Per Tachuan, 12th Dec, 5 P.M.
 Sanbu—Per Hoi Fu, 12th Dec, 5 P.M.
 Macao—Per Wingchun, 12th Dec, 5 P.M.
 Canton—Per Tachuan, 13th Dec, 9 A.M.
 Namtau—Per Tachuan, 13th Dec, 9 A.M.
 Sanbu—Per Hoi Fu, 13th Dec, 9 A.M.
 Macao—Per Wingchun, 13th Dec, 9 A.M.

Yokohama and Kobe—Per Ambria, 14th Dec, 11 A.M.
 Macao—Per Heungshan, 14th Dec, 1.15 P.M.
 Amoy, Swatow and Rangoon—Per Jelunga, 14th Dec, 3 P.M.
 Shanghai and Chinkiang—Per Pakhoi, 14th Dec, 4 P.M.
 Europe & India, via Taicouin—Per Armand Belic, 15th Dec, 11 A.M.
 Moji, Kobe, Yokohama, Victoria, B.C. and Seattle—Per Tzu Maru, 15th Dec, 3 P.M.
 Haiphong—Per Wuchang, 15th Dec, 3 P.M.
 Manila, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Eastern, 16th Dec, 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress, 16th Dec, 11 A.M.
 Manila—Per Kaifong, 16th Dec, 3 P.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per America Maru, 18th Dec, 11 A.M.
 Manila—Per Zafra, 16th Dec, 10 A.M.
 Europe, &c., India, via Taicouin—Per Konig Albert, 23rd Dec, 11 A.M.
 Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Chinglu, 30th Dec, 3 P.M.

THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory:—
 On the 10th at 11.35 a.m. the barometer has risen slightly over E. Japan, fallen a little over W. Japan, S. China and the Philippines. The depression, lying in the NE. part of the Sea of Japan yesterday, has passed to the Philippines and adjacent water.
 A shallow area of low pressure lies over the Philippines and adjacent water.
 Pressure is highest over Mid-China.
 Gradients continue slight on the China coast with moderate monsoon in the Formosa Channel. In the China Sea gradients are moderate with strong monsoon, which is probably of gale force, over the NE. part.
 Forecast:—moderate NE. winds; fine.

	Dec. 9 at 10 a.m.	Dec. 9 at 4 p.m.
Barometer	30.10	29.98
Temperature	65	67
Humidity	55	58
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

December 10th, 1903, a.m.									
		Bar.		Th. Hu.		Wind		Wr.	
Vladivostok	7 a.m.	29.91	13	50		N	1	b	
Vernou	6 a.m.	29.84	—	—		NW	6	—	
Hakodate	—	29.89	—	—		—	—	—	
Tokio	—	29.90	—	—		—	0	—	
Kobe	—	29.99	—	—		—	0	—	
Nagasaki	—	30.03	—	—		—	0	—	
Kyushima	—	30.03	—	—		N	2	—	
Oshima	—	30.08	—	—		S	2	—	
Naha	—	30.01	—	—		NW	2	—	
Shigakijima	—	29.97	—	—		E	4	—	
Taihou	5 a.m.	30.03	—	—		W	2	—	
Taihu	—	29.97	—	—		—	—	—	
Tainan	—	29.95	—	—		NW	4	—	
Koshun	—	29.95	—	—		—	—	—	
Pescadores	—	29.99	—	—		NE	8	—	
Weihaiwei	9 a.m.	30.13	38	—		W	3	—	
Gutzlaff	—	30.20	47	85		—	3	cm	
Sharp Peak	—	30.10	62	72		—	0	b	
Amoy	6.30 a.m.	30.08	62	82		S	1	c	
Swatow	9 a.m.	—	—	—		—	—	—	
Canton	10 a.m.	30.07	68	71		E	2	b	
Hongkong	—	—	—	—		E	3	—	
Victoria Peak	—	30.06	—	—		E	3	—	
Gap Rock	—	30.05	—	—		NNE	1	c	
Macao	—	30.05	66	—		—	—	—	
Haiphong	—	29.84	75	100		S	3	od	
Manila	—	29.83	—	—		NNE	2	b	
Iloilo	9 a.m.	29.83	82	—		NE	1	b	
Cebu	—	29.92	83	—		—	1	b	
C. St. James	10 a.m.	—	—	—		—	—	—	

VISITORS AT THE HOTELS.

OCCIDENTAL.
 Akoburst, C. A.
 Burdett, Mrs. F. D.
 Cobb, Wm.
 Chandler, L. F.
 Crosey, S. A. Mrs.
 Gerard, J. C.
 Gibson, Dr.
 Halpin, F.
 Kevy, Dr. F.
 Liddell, Mr. and Mrs.
 Lopez, Amaro
 North, H.
 Pezaro, Lieut. T.
 Petersen, Mr.
 Pollard, C. H.
 Frittwitz, A. V.
 Riemann, R.
 Roberts, W. G.
 Schattschneider, M.
 Schlechtweg, Gustav
 Schuster, Mrs. Von
 Skerchly, Mrs. & child
 Stapelfeld, M.
 Stephens, H.
 Walters, S.
 Wierthmann, Paul
 Wilkinson, R.
 Wolf, Richard Dr.
THOMAS.
 Aldrich, Geo. A.
 Allen, G.
 Bain, J. S. S.
 Bourne, S.
 Brusse, J. V.
 Collet, Mr.
 Condy, Mr. C. and 2 children
 Crego, Mr.
 Donald, G. M.
 Frank, W.
 Hill, H. K.
 Hough, Dr.
 Lambkin, F.
 Llanos, G.
 Morse, C. K.
 Raimier, H. D.
 Roberts, Capt. W.
 Turr, D. E.
 Whaley, Mr.
 Young, L. C.
KOWLOON.
 Macgregor, Mr.
 McChesey, D. N.
 Merleker, Lieut.
 Schies, Mrs. and Miss
 Shaffer, Thos.
 Williams, Capt.
 Zachel, Mr. and Mrs.

HONGKONG.
 Anderson, Mr.
 Andreach, E.
 Ascoli, Mr. and Mrs. V.
 Barrett, H.
 Baum, Mr. and Mrs.
 L. and family.
 Bigelow, J. F.
 Black, Mr. and Mrs.
 Blum, Dr. Otto
 Boggan, Mr. & Mrs. R.
 Bonner, E. A.
 Borthwick, Mrs. R. W.
 Brown, W. S.
 Browne, G. E.
 Brunschvieg, C.
 Buck, Hart
 Burns, Miss
 Burns, J.
 Byrons, Mrs. H. L.
 Cadwallader, B. W.
 Caslin, C. M. C.
 Clark, W. G.
 Clark, F. S.
 Cook, Miss Alice
 Cook, Mr. & Mrs. C. M.
 Coulson, C. H.
 Cowden, Mrs. A. R.
 Davies, Mrs. J. T.
 Deacon, F. B.
 Dean, G.
 Denby, S. F.
 Douglas, Capt. & Mrs. J.
 Downing, J. C.
 Durlange, Mme.
 Dupuy, Miss
 Ellis, Mr. and Mrs. A.
 Emerson, A.
 Evans, D.
 Faerber, E.
 Faure, E.
 Fawcett, F.
 Fisher, L. B.
 Francis, A. John
 Giese, E.
 Gilbert, E. A.
 Glover, C.
 Goldsmith, Miss
 Goulden, T. F.
 Grant, A. W.
 Guirant, E.
 Hall, Capt. T.
 Handy, Miss
 Hamner, Thos. A.
 Haughton, W. B.
 Hayton, J. T.
 Heberle, Dr. J.
 Hooper, Mr. and Mrs.
 Iccly, Rev. J.
 Jackson, H. T.
 McBain, Geo.
 McLeis, S. M.
 Muelle, Ed. (Consul for Peru)
 Reid, Arch.
 Rose, Mr. and Mrs. T.
 Smith, B.
 Stephens, Mr. & Mrs.
 J. J. D.
 Talat, Mr. and Mrs. M.
 Geo.
 Vanderpole, Dr. and Mrs.
 Frank
 Vaughan, H. S.
CONNAUGHT.
 Bain, J. W.
 Bauman, Theo.
 Brown, Dr. J. L.
 Campbell, R. E., Capt.
 J. R.
 Christie, D. Mrs.
 Clark, Mrs. M.
 Cronin, John
 Donald, W. H.
 Dufour, Mrs. B.
 Dulo, Mme.
 Edwards, E.
 Eyre, Mr. and Mrs. H.
 Goetschel, L.
 Hills, L. D.
 Howard, E.
 Hume, R.
 Lazarus, N.
 Lee, G. E.
 Macfarlane, Dr. and Mrs. H.
 Marston, Mr. and Mrs. L.
 Newborn, R. H.
 Pratt, E.
 Roberts, A. G.
 Robertson, W. R.
 Rutherford, N. H.
 Thompson, G. L. Mrs.
 Whitmore, K.
 Williams, W. H.

PEAK.
 Allison, C.
 Beattie, J. M.
 Beattie, J. M.
 Beck, Mr. & Mrs. J.
 Behn, Carl
 Beisen, Major & Mrs.
 Bolagovsky, Mr. and Mrs.
 Mrs. C. de, maid
 and child
 Bonnal, Miss
 Bunney, Major and Mrs.
 Bunney, Miss
 Brabazon, R. F.
 Hrawn, Col. L. F.
 Chapman, Mr. & Mrs.
 Chichester, Major and Mrs. A.
 Coker, F. W.
 Cowden, Mrs. A. R.
 Cowden, Miss
 French, Major G. A.
 Fullerton, Mr. and Mrs. A. R.
 Jezevski, Count Lades
 las
 Lind, E. A.
 Lutgens, R.
 Martin, R.
 McDermott, A. P. B.
 Mitchell, R.
 Mortimer, Miss E.
 Morris, Dr. and Mrs.
 Ollis, Mr. and Mrs.
 Ormiston, Major and Mrs. J. W.
 Plant, J. S.
 Pollock, H. E.
 Pratt, Major and Mrs.
 Qualch, Master
 Quail, Harry
 Reid, T. H.
 Sawyer, Mrs. W. E.
 Sinclair, A.
 Smith, A. Findlay
 Smith, C. W.
 Smith, Mrs.
 Spackhaver, W. O. C.
 Watson, Mr. and Mrs. W. B.
 Wenborn, S. T.
 Williams, Miss & maid
 Williams, E. G.
CRAIGIEBURN.
 Austen, Dr. and Mrs. T.
 Brat, Mrs.
 Craiton, R. H.
 Dann, G. H.
 Duff, J. S.
 Fallow, C. H.
 Gaskill, Mr. and Mrs.
 Harvey, Lieut.
 Mrs. J. S.
 Helms, W.
 Powell, Mr. and Mrs.
 Stanley and children
 Smith, Mr. and Mrs.
 Grant
 Smith, Mr. E. Grant
 Walker, Lieut. & Mrs.
 and child
 Woodward, Mr. & Mrs.
 and children

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TODAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	Div. of £1.10/- @ 1/8=\$18 for half-year ending 30.6.1903	\$675
National Bank of China, Ltd.....	\$ 1	3/12=\$1.66 for 1902	\$30 b.
Do. Founders.....	\$ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of C'ton, Ltd.....	\$ 100	32 per cent=\$32 per share for 1902	\$490
China Traders' In. Co., Ltd.....	\$ 25	16 %=\$4 for year ended 30.4.1903	\$57 ex div.
North China In. Co., Ltd.....	\$ 25	Final of £1 making £2 for 1902	Tls. 220
Yangtze In. Association, Ltd.....	\$ 60	20 %=\$12 for 1901	\$135
Canton In. Office, Ltd.....	\$ 50	30 %=\$15 per share for 1902	\$175 sa.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.....	\$ 50	\$22 1/2 per share for 1901	\$315
China Fire In. Co., Ltd.....	\$ 20	\$6 per share for 1901	\$90
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.....	\$ 15	\$1 1/2 for half-year ending 30.6.1903	\$32 1/2 sa.
Indo-China S. N. Co., Ltd.....	\$ 10	5 % = 10/- per share for 1902	\$76 b.
China & Manila S. S. Co., Ltd.....	\$ 50	10 % = \$5 per share for 1902	\$18 sa.
Douglas Steamship Co., Ltd.....	\$ 50	Div. of \$3 for year ended 30.6.1903	\$30 b.
"Star" Ferry Co., Ltd.....	\$ 5	\$1.20 = 12% for year ending 30.6.1903	\$29 sa.
Deacon, F. B.....	\$ 10	60 cts. } 30.4.03	\$19 sa.
Dean, G.....	\$ 1	3rd Interim of 6d. for 1902	£1 2/0
Denby, S. F.....	\$ 1	Interim of 2 % for 1903	Tls. 30
Douglas, Capt. & Mrs. J.....	\$ 1	Interim of 4 % = Tls. 2.00	Tls. 52 1/2
Downing, J. C.....	\$ 1	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 sa.
Durlange, Mme.....	\$ 1	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 sa.
Dupuy, Miss.....	\$ 1	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 sa.
Ellis, Mr. and Mrs. A.....	\$ 1	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 sa.
Emerson, A.....	\$ 1	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 sa.
Evans, D.....	\$ 1	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 sa.
Faerber, E.....	\$ 1	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 sa.
Faure, E.....	\$ 1	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 sa.
Fawcett, F.....	\$ 1	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 sa.
Fisher, L. B.....	\$ 1	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 sa.
Fitch, J. B.....	\$ 1	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 sa.
Fletcher, J. B.....	\$ 1	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 sa.
Flood, J. B.....	\$ 1	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 sa.
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GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



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HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

Grand Xmas Bazaar.

ONE THOUSAND TOYS AND GIFTS.

PRICES TO SUIT ALL.

10 CTS. TO \$50.

High Class Fancy Goods.

USEFUL PRESENTS
FOR YOUNG AND OLD.

ON SHOW, TO-DAY.